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MISCELLANY.

GEOLOGY OF THE MISSISSIPPI.

BY W. B. POWELL, M. D.

GRAND GULF, Miss., Jan. 8th, 1837.

MANN BUTLER, Esq.

Dear Sir:—Your favor of the 5th came to hand at the moment I was mailing a communication for the "Annals of Phrenology;" hence I had immediate leisure to bestow some attention to the highly interesting interrogatories and suggestions which it contains.

To be as clear as I desire to be upon the numerous points you have touched, I must prepare the way by commencing at a period, in the physical history of this country, far anterior to the present. I do not, however, intend to go so far back as to include the time when the highest points in the States had a heavy sea rolling on them: nor will I offer any speculations as to the cause of the retrocession of that sea. But I will commence at the time when the present sea had bounds fixed to its raging billows.

This boundary is now marked either by a stone wall or a diluvial embankment consisting of sand, pebbles and marine fossils.* From this boundary it has retreated a great distance within the human history of its operations. And it is a well known fact, in the memory of men now living on the seaboard, that the tides do not rise, by some feet, as they did fifty years since. Is the bed of the ocean becoming deeper by the removal of sand and pebbles to the margin?

The Gulf of Mexico has, in all probability, extended to Alexandria on Red river; possibly further, including all that section of country lying south of a line drawn from the northern margins of Lake Sabine, and in some places still further north. The substratum of most or all of this region, I have no doubt, consists of altering strata of diluvial and alluvial deposits. Such was discovered to be the fact by digging a well near Lake Pontchartrain, to the depth of two hundred feet. Far removed from the margin of the present gulf, but within the basin of the former, the last diluvial deposit will be found very near the level of the present sea, say fifty feet below the present surface. This fifty feet of earth is alluvial, and has been deposited by the fresh water streams. Then it follows that the alluvial beds of these streams have been much lower, (yes, fifty feet) than they now are, and still their margins were only subject, as they now are, to annual inundation. No portion of the alluvial lands on the Mississippi would now be exempt from inundation, if the capacity of the river to disembosom its waters had not been increased by many and important cut offs which shortened its stream and increased the velocity of its waters. If the river be permitted to progress in this work, the time is not far distant when all the lands now subject to inundation, will be in cultivation. If, on the other hand, this work be prevented by human

* The sand bluff at Natchez, and the stone bluffs at Grand Gulf and Vicksburg, at present point out as much of the original boundary of the gulf or its bay. The lands on the west side of the river overflow to the extent of 60 or 100 miles. The Mississippi never removed those strata of compact sand stone which extended from the above points and covered this immense plane. I have yet to learn that any stream of water ever changed its channel after breaking through a bed of stone. The river may have run in various places in this plane since the retrocession of the sea.

art, the time is very near when the alluvial lands now in cultivation on the river, will be subject to annual inundation. I will now show you, that these conclusions are not so hypothetically drawn.

When travelling in the steamboats near the banks of the river, you frequently see trunks of trees sticking horizontally on the bank, ten or more feet below the surface; you see, also, marks or lines, indicating the annual deposits of earth, and finally you see stumps of trees standing perpendicularly in the bank many feet.† The unscientific observer concludes from these facts, that the river does not as deeply overflow its banks as it once did, and that those which are now covered with an industrious population, were in this manner reclaimed from the dominion of water. But when he is informed by some old pilot of the river that the inundations are as extensive as he ever knew them to be, he is astonished, because he has the evidence before him that the bank has been elevated ten feet in the last thirty or forty years.‡ He can find no solution for the difficulty. It does not occur to him that the bed of the river rises in proportion to its banks. This being the fact, the difficulty is solved.

Since the river Po has been prevented from overflowing its banks by a levee, its bed has risen to the level of the surrounding country; and now, in high water, there is a column of water twenty feet deep pressing against the levee and threatening destruction to the inhabitants. (Can the Mississippi be thus confined by human labor?) This is the law of all alluvial rivers, and awful are to be its consequences to the citizens of Louisiana. The present generation feeling secure, and guided by their interest, will endeavor to confine the river in its present channel, but if they acted for the future, they would direct it to the Gulf by the shortest route. Piles have been already driven at the mouth of Plaquemine. Unless human art be very industrious in preventing cut-offs and breaks in the river, Vicksburg, Grand Gulf, New Orleans, and in the course of time many other places will be left as monuments to point out to strangers the former margin of the river. After reflecting on the laws of human acquisitiveness and alluvial action, I feel safe in predicting that before the completion of the next five hundred years, the population on the alluvial grounds of Louisiana will be entombed in a sea of Mississippi water. But if the river were permitted to take its wonted course, such a result would not happen.

An application of the laws of alluvial action, as above exposed, will explain the reason why stumps exist forty feet below the surface at Attakapas and other places similarly situated. These stumps point out very nearly the time when the Gulf of Mexico sent its last tide upon the plane—also the time when alluvial action commenced exclusively the work of elevating the country—also the time when the bed or channel of the Mississippi was forty feet lower than it is at the present—and, also, the time when the alluvial country commenced sending forth the grateful smiles of a luxuriant vegetation, to welcome the genial rays of the morning sun. The secret which I

† On the Arkansas river and other places in the alluvial valley of the Mississippi, cypress trees have been found rooted forty feet deep below the present surface. To find them twenty feet deep, is a common occurrence.

‡ Perhaps more time was consumed in depositing ten feet of soil than I have allowed—but this does not affect the law which I am developing.

have thus exposed, relative to alluvial action, is not generally understood; hence, when the bones are discovered so far below the surface of the earth, the inference is, that the ancient site of some river has been discovered; or else, they are regarded as an indubitable evidence of a visit by Noah's flood §.

Your desire to know whether I have any reasons to induce the belief that the 'Mississippi ever ran through the present lakes Maurepas, Pontchartrain, &c.' When we recur to the fact that the channel of this river was at one time forty or fifty feet lower than it is now, it must be admitted as being very difficult to determine where it has or has not run. But, notwithstanding my ignorance of the topography of the country extending from the Iberville to those lakes, yet I have such evidence as induces me to believe it never did. First, both of those lakes are too broad to have been produced by the river. Lakes which have been produced by cut-offs in the river, possess no internal cause to widen them. Second, if the river had ever run through these lakes, there would have been produced but one lake instead of two, and a bay as large as the largest of them. The old channel of the river would have been closed at the upper extremity || by debris from the river, and at the lower by that from the Gulf. And third, there is nothing to be seen about the margins of these lakes, independently of immense beds of marine shells, that resembles the appearances to be seen about these lakes which we know were formed by the river. I regard these lakes as having been produced in a similar manner with those situated along the Gulf coast. The southern part of Louisiana, when emerging from the waters of the Gulf, presented small points of land, as diminutive islands; these were extended by subsequent deposits till they became united, and thus produced many lakes, a number of which still exist, but they will finally disappear. Lakes Maurepas and Pontchartrain would have been by this time, nearly out of existence, if the Mississippi had not been prevented, by a levee, from flowing into them every spring.

With regard to the geology of this State, upon which you desire my opinions, I cannot say much from personal observation, but it is possible that I may be able to drop some important hints, by way of inference from the little I have seen of it—from the observations given to me by travellers, and from what I have seen in the adjoining and other States.

The southern extremity of this State I suppose to be like that of Alabama, a diluvial, (perhaps I may say a post diluvial) from the present sea, consisting

§ We may always determine whether a deposit has been effected by a single flood or by annual inundations. In the former, every thing that has been discovered to have been buried, will be found upon the same plane, or the original surface: in the latter, such discoveries will be made every foot we descend. Many geologists and naturalists who have examined the Big-Bone Lick of Kentucky, did not at first discover all the facts, or else did not draw proper inferences from them, and hence published to the world, that the mammoth was destroyed by the flood—that he was an antediluvian animal—I have had the destructive happiness to make some of them blush for their errors.

As the fact may be interesting to you, I will here remark, that near and at the Big Lick, Botelourt Co. Va, I discovered the remains of an antediluvian and a recent alluvial mammoth. The former lay upon a lime stone rock, under forty-four feet of compact yellow clay, such as is common to high lands; the latter four feet under the surface in the alluvial of the marsh.

|| The upper extremity of those sections of the Mississippi, Red river, Arkansas, &c., which have been cut off within the last hundred years, continues open—the lower extremity only is closed. There are lakes however, which must have been made by cut-offs in these streams, that are at this time entirely isolated.

mostly of sand. In this region there ought to be a range of primitive rocks—a continuation of that which crosses the Chattahoochee river, above Columbus. It may be hidden by diluvial, and it may not. That portion of this State which was washed by the ancient Gulf of Mexico, as at Natchez, Grand Gulf, Vicksburg, &c., we find a well marked diluvial formation, superimposing another, to be noticed presently. In this I think there exist clays of a good quality for pottery, and sands for the manufacture of glass. On the margins of the streams the richest alluvial deposits or formations obtain.

From a want of further observation I am not able to say, whether the rock strata which underlines the diluvial region, and imparts the peculiarity which obtains in the soil of the uplands, as at Clinton, Jackson, &c., belong to the secondary or transition. They may even be of the tertiary, for this formation is well marked at Claiborne, Alabama, which is in the same geological range.

The Cumberland Alleghany mountains pass through the northern extremities of this State and Alabama, and into Arkansas. Spurs or branches of these mountains extend as far south as Tuscaloosa, Alabama, and the head waters of the Yazoo in this State. Thermal waters, iron and coal, the two former in abundance and of the best quality, have been discovered in the former State, and the last in beds three feet thick. I have been told that coal exists about the sources of the Yazoo, and even lower down. I can assign no reason why all the minerals discovered in Alabama and Arkansas, may not exist abundantly in this State.

I believe that a geological examination (not a survey) of this State, would develop many objects worthy the attention of capitalists. And it might be made for the trifling consideration of five or six thousand dollars.

I have now given you such information as your letter called for to the extent of my ability, which I regret is not greater. When I tell you that this letter was commenced after tea, and finished before 11 o'clock, you will be able to excuse its many imperfections.

Yours, with sentiments of high regard,
W. BYRD POWELL.

From the Chinese Repository.

FIRST AMERICAN VOYAGE TO CANTON.

Mr. Snow, father of the present incumbent, was appointed consul at Canton near the close of the last century—probably in 1798; previous to which time no agent from the government of the United States ever resided in this country. The successors of Mr. Snow have been only four; namely, Mr. Carrington, Mr. Wilcox, Mr. J. H. Grosvenor, and the present consul, Mr. P. W. Snow. Mr. Grosvenor, we believe, never resided in this country while he held the office of consul; his official duties, however, were performed by an agent till 1834, when the agency was resigned, and the flag-staff taken down. This year, soon after the arrival of the new consul, the flag-staff was replaced, and the flag hoisted. Whatever may be the authority, which foreign consuls in China have over their countrymen, their influence and situation, with reference to the local functionaries, differ scarcely at all from those of the other foreign residents. In cases of difficulty, the Chinese government usually look to the consuls as the "head men" of the respective nations to which they belong; but it does not recognize in them any authority or rank that can give them equality with even the lowest officers of the celestial empire. Indeed, if we rightly understand the idea which the Chinese entertain of government authority, there is none under heaven, which is legal and independent, except that which emanates from the "one man," who alone is universal sovereign on earth. Hence arises the ex-

treme reluctance of the Chinese to use any official titles, when speaking of persons in authority who do not belong to their own country. And hence, too, the mean epithets which they always seem fond of applying to those who are not of the "central flowery land." And, until the governments of Christendom see fit to put themselves in free and friendly communication with the rulers of China, consuls here must remain contented in their present anomalous position, and forego the courtesies which are due to them as the representatives of independent and enlightened governments.

Respecting the commencement of the American commerce with China, there has been published an interesting letter from Samuel Shaw to Mr. Jay, who was at the head of the "office of foreign affairs," at Washington, when the first voyage was made to China. It is dated, New York, 19th of May, 1783; we give it entire.

"Sir:—The first vessel that has been fitted out by the inhabitants of the United States of America, for essaying a commerce with those of the empire of China, being, by the favor of heaven, safe returned to this port, it becomes my duty to communicate to you, for the information of the fathers of the country, an account of the reception their subjects have met with, and the respect with which their flag has been treated in that distant region; especially as some circumstances have occurred, which had a tendency to attract the attention of the Chinese towards a people, of whom they have hitherto had very confused ideas; and which served, in a peculiar manner, to place the Americans in a more conspicuous point of view than has commonly attended the introduction of other nations into that ancient and extensive empire.

"The ship employed on this occasion is about three hundred and sixty tons burthen, built in America, and equipped with forty-three persons, under the command of John Green, Esq. The subscriber had the honor of being appointed agent for their commerce, by the gentlemen, at whose risk this first experiment has been undertaken. On the 22d of February, 1734, the ship sailed from New York, and arrived on the 21st of March at St. Jago, the principal of the Cape de Verd Islands. Having paid our respects to the Portuguese viceroy, and with his permission taken such refreshments as were necessary, we left those islands on the 27th, and pursued our voyage. After a pleasant passage, in which nothing extraordinary occurred, we came to anchor in the Straits of Sunda, on the 18th July. It was no small addition to our happiness on this occasion, to meet there two ships belonging to our good allies, the French. The commodore, Monsieur D'Ordelin, and his officers, welcomed us in the most affectionate manner; and as his own ship was immediately bound to Canton, gave us an invitation to go in company with him. This friendly offer we most cheerfully accepted; and the commodore furnished us with his signals by day and night, and added such instructions for our passage through the Chinese sea, as would have been exceedingly beneficial, had any unfortunate accident occasioned our separation. Happily we pursued our route together. On our arrival at the island of Macao, the French consul for China, Monsieur Vieillard, with some other gentlemen of this nation, came on board to congratulate and welcome us to that part of the world, and kindly undertook the introduction of the Americans to the Portuguese governor. The little time we were there, was entirely taken up by the good offices of the consul, the gentlemen of his nation, and those of the Swedes and Imperialists, who still remain at Macao. The other Europeans had repaired to Canton. Three days afterwards we finished our outward bound voyage. Previous to coming to anchor, we saluted the shipping in the river with thirteen guns, which were answered by the several commodores of the European nations, each of whom sent an officer to compliment us on our

arrival. These visits were returned by the captain and supercargoes in the afternoon, who were again saluted by the respective ships, as they finished their visit. When the French sent their officers to congratulate us, they added to the obligations we were already under to them, by furnishing men, boats, and anchors, to assist us in coming to safe and convenient mooring. Nor did their good offices stop here. They furnished us with part of their own banksall, and insisted further, that until we were settled, we should take up our quarters with them at Canton.

"The day of our arrival at Canton, and the two following days, we were visited by the Chinese merchants, and the chiefs and gentlemen of the several European establishments. The Chinese themselves were very indulgent toward us, though ours being the first American ship that ever visited China, it was some time before they could fully comprehend the distinction between Englishmen and us. They styled us the new people; and when by the map we conveyed to them an idea of the extent of our country, with its present and increasing population, they were highly pleased at the prospect of so considerable a market for the production of theirs.

"The situation of the Europeans at Canton is so well known, as to render a detail unnecessary. The good understanding commonly subsisting between them and the Chinese was, in some degree, interrupted by two occurrences, of which, as they were extraordinary in themselves, and led to a more full investigation of the American character by both parties than might otherwise have taken place, I will, with your permission, give a particular account.

"The police at Canton is, at all times, extremely strict, and the Europeans there are circumscribed within very narrow limits. The latter had observed, with concern, some circumstances which they deemed an encroachment on their rights. On this consideration, they determined to apply for redress to the hoppo, who is the head officer of the customs, the next time he should visit the shipping. Deputies accordingly attended from every nation, and I was desired to represent ours. We met the hoppo on board an English ship, and the causes of complaint were soon after removed.

"The other occurrence, of which I beg leave to take notice, gave rise to what was commonly called the Canton war, which threatened to be productive of very serious consequences. On the 25th of November, an English ship, in saluting some company who had dined on board, killed a Chinese, and wounded two others, in the mandarin's boat alongside. It is a maxim of the Chinese law, that blood must answer for blood; in pursuance of which, they demanded the unfortunate gunner. To give up this poor man was to consign him to certain death. Humanity pleaded powerfully against the measure. After repeated conferences between the English and the Chinese, the latter declared themselves satisfied, and the affair was supposed to be entirely settled. Notwithstanding this, on the morning after the last conference, (the 27th,) the supercargo of the ship was seized while attending his business, thrown into a sedan chair, hurried into the city, and committed to prison. Such an outrage on personal liberty spread a general alarm; and the Europeans unanimously agreed to send for their boats, with armed men, from the shipping, for the security of themselves and their property, until the matter should be brought to conclusion. The boats accordingly came, and ours among the number; one of which was fired on and a man wounded. All trade was stopped, and the Chinese men-of-war drawn up opposite the factories. The Europeans demanded the restoration of Mr. Smith, which the Chinese refused, until the gunner should be given up. In the mean while, the troops of the province were collecting in the neighbourhood of Canton; the Chinese servants were ordered by the magistrates to leave the factories; the gates of

the suburbs were shut; all intercourse was at an end; the naval force was increased; and many troops were embarked in boats ready for landing; and every thing wore the appearance of war. To what extremity matters might have been carried, had not a negotiation taken place, no one can say. The Chinese asked a conference with all the nations except the English. A deputation, in which I was included for America, met the *Fuen* (fooyuen,) who is the head magistrate at Canton, with the principal officers of the province. After setting forth, by an interpreter, the power of the emperor, and his own determination to support the laws, he demanded that the gunner should be given up within three days; declaring that he should have an impartial examination before their tribunal, and if it appeared that the affair was accidental, he should be released unhurt. In the mean time, he gave permission for the trade, excepting that of the English, to go on as usual; and dismissed us with a present of two pieces of silk to each, as a mark of his friendly disposition. The other nations, one after another, sent away their boats, under protection of a Chinese flag, and pursued their business as before. The English were obliged to submit; the gunner was given up; Mr. Smith was released; and the English after being forced to ask pardon of the magistracy of Canton in the presence of the other nations, had their commerce restored. On this occasion, I am happy that we were the last off our boat, which was not disgraced by a Chinese flag; nor did she go until the English themselves thanked us for our concurrence with them, and advised to the sending her away. After peace was restored, the chief and four English gentlemen visited the several nations, among whom we were included, and thanked them for their assistance. The gunner remained with the Chinese,—his fate undetermined.

"Notwithstanding the treatment we received from all parties was perfectly civil and respectful, yet it was with peculiar satisfaction that we experienced on every occasion, from our good allies the French, the most flattering and substantial proofs of their friendship. 'If,' said they, 'we have in any instance been serviceable to you, we are happy; and we desire nothing more ardently than further opportunities to convince you of our affection.' The harmony maintained between them and us was particularly noticed by the English, who, more than once, observed that it was matter of astonishment to them, that the descendants of Britons should so soon divest themselves of prejudices, which they had thought to be not only hereditary, but inherent in our nature.

"We left Canton the 27th December, and on our return refreshed at the Cape of Good Hope, where we found a most friendly reception. After remaining there five days, we sailed for America, and arrived in this port on the 11th inst.

"To every lover of his country, as well as those more immediately concerned in commerce, it must be a pleasing reflection, that a communication is thus happily opened between us and the extremity of the globe: and it adds very sensibly to the pleasure of this reflection, that the voyage has been performed in so short a space of time, and attended with the loss of only one man. To captain Green and his officers every commendation is due, for their unwearied and successful endeavors in bringing it to its most fortunate issue, which fully justifies the confidence reposed in them, by the gentlemen concerned in the enterprise.

"Permit me, sir, to accompany this letter with the two pieces of silk, presented to me by the *Fuen* of Canton, as a mark of his good disposition towards the American nation. In that view, I consider myself as peculiarly honored in being charged with this testimony of the friendship of the Chinese for a people who may, in a few years, prosecute a commerce with the subjects of that empire, under advantages equal, if not superior, to those enjoyed by any other nation whatever. I have the honor to be," &c.

NAPOLEON AND THE DUKE DE VICENZA.

"Napoleon," says the narrator of the details given under the above head, and who will be better remembered by many of our readers as Caulaincourt, "was subject to violent fits of ill-humor. When he wanted on these occasions a satisfactory answer, to those who contradicted his opinions, he used to show his displeasure by some dry answer; but if it happened that he was still opposed, he often carried his ill-humor to the very verge of rudeness. When the conversation took this turn, I used, in order to avoid coming to extremities, which I knew my temper could not patiently brook, to cut the matter short by gravely taking my leave. This used greatly to annoy the Emperor; but, notwithstanding, he never allowed me to depart without adding some word of kindness to remove any unpleasant feeling which his previous warmth might have created, and in this way, without further explanations, harmony used to be restored between us."—It appears, however, that their differences were not always so speedily made up. "During the campaign of Moscow," continues Caulaincourt, "at the close of a warm altercation, I quitted the head quarters, and retired to a kind of garret, which an officer had the kindness to give up to me along with his straw pallet—a luxury at that time. Berthier came to seek me on the part of the Emperor. I, at first, objected to return, being satisfied, in my own mind, that my functions about his persons had ceased. I had even written to him requesting some command in Spain.—He returned my letter, at the bottom of which was written, in his own hand, 'I am not so bad as to send you to get yourself killed in Spain. Come and see me—I expect you.' On seeing me approach, he laughed. 'You well know,' said he, holding out his hand to me, 'that we are like a pair of lovers, who cannot bear to pass one another in anger.'"

"Our difference on this occasion lasted three days. From that time his sallies of ill-temper were much less serious.

"Towards the close of 1813, the Emperor began to show himself more in public; and attended by the Empress—than had been his custom. He probably felt it necessary to court popularity at the time, in order the better to counteract the intrigues which were even then going on very actively among the friends of the Bourbons."

That Napoleon was cognizant of much of what was going on, on this subject, appears certain, from the statement of Caulaincourt, who seems at a loss to account for the extraordinary apathy—the more extraordinary, in one, of the energetic habits and movements of the Emperor. One evening at the Opera, when the Emperor and Empress were present, Napoleon at the close of one of the acts, retired to the saloon attached to his box, and turning suddenly to Caulaincourt, said: "They are plotting in the Faubourg St. Germain; these people are incorrigible; they say many bad things of me there. Have you heard any?" Caulaincourt's reply was indicative enough of the courtier and the soldier: "It is not in my presence that any one would venture to speak ill of your Majesty."

"They do, however," continued the Emperor, "plot and conspire absurdly—meanly; but these petty intrigues are not dangerous; yet I am astonished at the ingratitude of these people, whom, for the most part, I have raised from misery—to whom I have restored their sequestered estates—and on whom I have conferred, at, in many instances their own most obsequious and humiliating solicitations, places in my Court." Caulaincourt does not mention the reply he made to these remarks; but he intimates, "that if the Emperor had followed the counsels which had been given him, and sent 'a certain personage' to Vincennes, he would have done an act of justice." "That traitor," he adds, "was the life and the soul of all the plots and conspiracies then going on between the Bourbon party and all the allies, and from his former relation with most

of the members of the foreign diplomatic bodies, he possessed much real influence.

Though the Emperor knew some, and suspected more, of the intrigues which were going on, to take advantage of the difficulties to which he had brought France, and the jeopardy in which he placed the imperial sceptre, it appears from the statements of Caulaincourt that he was not at all aware of the extent to which they had been carried, and the boldness with which they were conducted.

Some few days after the conversation above noticed, at the breaking up of a Council, Savary, the Chief Minister of Police, placed in the hands of the Emperor a parcel, containing printed papers, manuscripts, several letters, and a *port-feuille*.

"What is all this?" demanded the Emperor.

"Sire," replied Savary, "they are proofs in support of facts to which I have often in vain begged the attention of your Majesty."

The Emperor knit his brows as he cast his eyes over one of the letters which Savary had put into his hands.

From the minister's account of the manner in which these important documents came to his hands, it appeared that some time before the police got intimation that Madame La——, under pretence of a journey, for amusement, to Mentz, was to be the bearer of many important communications from the Coterie of the Fauxbourg St. Germain. We are told, a more prudent choice could not have been made of an ambassadress for such a mission. She was young, handsome, of most engaging manners, great address, and a spirit which would not have shrunk from any of the consequences of the functions with which she was charged. On the 3d or 4th of December, 1813, she prepared to set out from Paris. Her passports for Mentz, were all *en règle*—her elegant *caleche* was covered with boxes and trunks filled with robes, cloaks, bonnets, &c. Who could have suspected any evil from such an array of trumpery! In fact, nothing could have a more harmless air than the whole set out. In this manner, and accompanied by a confidential domestic, she journeyed towards Mentz in perfect security, revelling in the delightful anticipation of splendid fetes, of riches, and ambitious conquests. Alas! pleasant dreams are of short duration. The fair traveller had not achieved more than half her journey, when she was aroused from her enchanting reveries to see her carriage surrounded by vulgar gend'armes, and still less polished alguazils of police, who roughly threw open the door, and intimated that she must descend. Her place in the carriage was soon supplied by agents, who commenced a most minute search into every part, evidently in quest of something which was of great importance. She knew well what was the object of their search; but as long as she found that it was unsuccessful, she, with the most imperturbable coolness, talked in a high strain, using no slight threats against this invasion of the liberty of the subject. "What could they want? Were not her passports all regular? Was the reign of terror returned, that men could be guilty, with impunity, of such an outrage against a poor unoffending female?" Her complaints and remonstrances were continued in this style up to the moment when she saw that they had found the long sought for parcel, which was ingeniously concealed in the bottom of the carriage. It contained the correspondence—a portfolio filled with letters of credit at Frankfort and other places, and besides 14,000 francs in gold. Her tone and manner became now all at once changed. To threats and remonstrances succeeded tears and supplications, and offers of gold to the worthy gend'armes. But all was in vain. The police agents were, as they usually are, insensible to tears, and inaccessible to gold; and the lady was obliged to submit to return to Paris, escorted by the gend'armes, and with three police officers, who ungallantly took their seats at the side of the fair traveller. They arrived at Paris by twilight, and Madame La——, having been subjected to a long interroga-

tory by the Ministers of Police, and all the documents of which she was the bearer taken out and verified in her presence, she was committed to a place of safety. Her travelling companion and the postillions, who, except the police, were the only parties cognizant of her arrest, were also properly looked after. When Savary had related what we have stated in substance, of the manner in which he had obtained the documents, the Emperor read them;—they were all of the utmost importance, as they showed the views and objects of the legitimatists. Savary urged the Emperor to take immediate measures to put down those conspiracies against his Government. Napoleon did not reply: he bowed to Savary to take his leave and await his orders.

After Savary had retired, the Emperor again read most of the documents, an expression of indignation escaping him now and then. Some of them he threw into the fire as he read them; and others he placed in the drawer of his bureau. For a time he was sad and silent, and it was some moments before he said to me, "Can you conceive such atrocities?" It does not appear, from the statements of Caulaincourt, that the Emperor either punished the parties engaged in these intrigues, or took that advantage of his knowledge of them which he had been advised to do. This may, perhaps, be accounted for by the more pressing nature of other objects, which, about the same time, forced themselves on his attention. "Every day," adds Caulaincourt, "some new disaster occurs to complicate our situation, already so embarrassing. The strong towns in Germany, in which our garrisons had hitherto held out, were now going from us one by one, and we thus, besides the forts, lost men, munitions, and *matériel*, the precious resources with which our enemies enriched themselves. Still the new levy of 300,000 men was going on with facility, but we wanted time. We were now in December, and the allies were advancing by forced marches. On the 1st January, 1814, they crossed our frontiers."

The Emperor did not again speak to me of my proposition to make an appeal to the French people.—However, I still persevered in the opinion that that measure would be the only one which could prevent our ruin. French intellect could well understand that a simultaneous defence by all would insure to each the inviolability of his home, the preservation of his property, and the peace of his country. In fact, the invasion of the allied powers would have failed before France in arms. How often, during the sanguinary struggle of 1814, did those words of the Emperor, at Buzen, come to my mind—"The fall of nations is marked by fate?" The axiom was now daily manifesting itself in a terrible manner.

By the orders of the Emperor, I set out early in January for the head-quarters of the allies, where new and useless negotiations were opened. It was, I believe, on the 25th of that month that the Emperor quitted the capital, to put himself at the head of the army, already near St. Dizier, from which, on its arrival, it had chased the enemy.

It was then that commenced that campaign of miracles, in which the genius of Napoleon blazed forth with astounding splendor. Never before did any army achieve such prodigies of valor, or perform such skilful *manceuvres*—work such wonders. In the campaign of France were renewed those prodigies of Italy, which exhibited to the whole world the spectacle of a hero. The close of the military career of Napoleon supplies the most gigantic defence which the annals of warfare afford.

I am not able to supply you with any facts known to myself, from January to the 23d of March, for in that period I was not with the Emperor. I joined him at St. Dizier, after the rupture of the conference. I rejoiced to find myself once again at the head quarters. Everything which surrounded the Emperor breathed ardor and devotion to him; and though our affairs had a most unpromising aspect, every even partial victory

which he achieved tended to revive hope and to restore confidence. At the time when I arrived, the battle of Arcis-sur-Aube had electrified the public mind. The details were in every body's mouth—the soldiers talked of nothing else.

The following anecdote was mentioned to me by Colonel Mondreville, a brave and excellent soldier, attached to the grand head-quarters:—

"During the battle, when it raged on all points, a division of Russian cavalry, about 6,000 strong, preceded by a body of Cossacks, broke our lines and drove back our cavalry, which was much inferior in force. The Emperor, whose glance rapidly surveyed every movement of the battle, perceived an impenetrable cloud of dust thicken before him so densely that nothing beyond it was visible. He was immediately at its side. Some horsemen rode up at full speed,—some wounded, others terrified. In a moment, a crowd of troopers, in full retreat, surrounded the Emperor. "What is this?" said he,—what is this? Now, dragoons, whither do you go? Halt! halt!—you, I say!" "The Cossacks! the Cossacks!" was the only cry; and the tumult was becoming almost a complete rout.

At this moment an officer without a helmet, and covered with blood, rode up and, perceiving the Emperor, rushed towards him. "Sire," said he, "the Cossacks, supported by an immense body of cavalry, have broken our ranks and driven back our troops." The Emperor instantly raising himself up in the stirrups, called out in a voice of thunder, "Dragoons, rally—what is it you do? Do you fly, and I here? Close your ranks, dragoons, and forward!" At the same moment he darted forward, sword in hand, in front of a crowd of Cossacks. He was followed, and by those very men who an instant before were flying confounded and terrified. In a moment they dashed on the enemy with cries of "*Vive l'Empereur*." The column of the enemy were driven back, forced beyond our lines, and pursued with great slaughter. Immediately after this the Emperor returned tranquilly to the midst of the field of battle, which he continued to direct during the rest of the engagement. During this partial engagement we had not more than a thousand horse to oppose to 6,000 Russians, much better mounted; yet it was at the head of the wreck of a troop of dragoons that the Emperor ventured to repel this superior force and succeeded. The whole engagement was not over until midnight, but we were not able to snatch such a victory.

The French on this occasion combatted six thousand men, exhausted with fatigue, against 30,000 fresh troops commanded by De Wrede. I had no recollection of any instance in which I had seen Napoleon engaged sword in hand, and I spoke to him of Arcis-sur-Aube. He looked at me with astonishment. "Ma foi," said he, laughing, "it is a long time since any thing of that kind occurred to me. By the way, I now recollect that I had some difficulty in getting at my scabbard to get out my weapon," and he laughed heartily at his own awkwardness; "but," he added, good humoredly, "it should be known that my redoubtable sword is one of the worst blades in the whole army. We laughed at this, but it was true. One of the whims of the Emperor was, that he would not allow that sword to be set with even a simple, stained, and mean looking mother-of-pearl-handle. There was not an officer in the army who would have worn such another.

"This conversation put him into good humor, and, putting his hand under my arm, he drew me aside and said. "You are not aware that I failed in the attempt to carry off my father-in-law! That would have been a glorious capture! I have manœuvred incessantly to take the head-quarters of the allies; that would greatly have advanced our affairs at Chatillon. What do you say to it, Caulaincourt?" His countenance darkened. "But I was teased on all sides to cover Paris. I know that is essential; but I thus lost the opportunity of effecting all my other intended operations. In

abandoning Paris to the care of its proper defence, I should be master of my own movements; nothing could hinder my march to the Rhine—uniting its garrisons with those of the Moselle—organizing on that whole line your levy *en masse*,—shutting up the roads, and thus cutting off the communications on the enemy's forces engaged in the heart of France." He paused for a few moments pensively, then added, "Since the opening of this campaign, this idea has been familiar to me; I have matured it—developed it—my plan is fixed. What is your opinion, Caulaincourt?"

"Sire, the plan certainly appears well digested." "But to carry it into effect," interrupted the Emperor eagerly, "Paris must be abandoned. What will Joseph do?—will he resist with energy? That is the whole question. My head is filled with a thousand plans, but I am checked by uncertainty; and in this war, which resembles no other, I go on thus from day to day. The accounts which I receive from Paris are most alarming; I know not what may be the result."

AN EXTRAORDINARY CASE.

An attempt was made on Wednesday morning, at the East India House, to assassinate Mr. Loch, the Deputy chairman of the East India Company, by a man named Kearney, who was lately employed in India as a conductor of ordnance. Having obtained admission to Mr. Loch's room, he attacked him with a knife resembling those used by the Malays, inflicted two wounds, one at the back of the head, and the other on the cheek. He was immediately secured, and is now in confinement. We are happy to add, that Mr. Loch is doing well, and is expected shortly to recover.—*London Courier*.

The annexed case is striking, from the perseverance and patience which the poor sergeant of ordnance, who deemed himself wronged, exhibited, in seeking redress; and admonitory, as showing both the cruelty and the danger of contumelious treatment, by persons in authority, of their inferiors in station.

There is, too, a straight-forwardness in the narrative, and an apparent wantonness in the treatment of *Kearney*, especially in the proposition respecting his boy, which seems to extenuate his crime.—*N. Y. Amer.*

THE ATTEMPT TO ASSASSINATE MR. LOCH.—Kearney, the man who was charged yesterday before the Lord Mayor with attempting to murder Mr. Loch, the Deputy Chairman of the East India Company, as mentioned in yesterday's *Courier*, made the following statement in reply to the charge:—My Lord, I served in India, through the Burmese war, with credit, character, and advantage to the service. At the termination I had undoubted claims for promotion; these claims were submitted to the Commissary-Gen. who thought proper not to admit them; I saw others put over my head. I then applied to the Governor-General, Lord William Bentinck, who promised to speak to the Commissary-General, and after three or four years waiting with patience, I was told nothing could be done. I still pressed the justice of my claims on Lord W. Bentinck, who made another effort to see me righted, and at last I was told to quit India, and return to England; for which purpose my discharge was procured from the commander-in-chief, Lord Combermere. What was I to do? Was I to leave my wife and children in India? I still persisted in my demands for justice, and was then told I must go back and be a soldier, or go to England, and for which purpose they endeavored to prevail on Lord Combermere to recall my discharge, which he granted six months previously, but refused. After enduring every annoyance, I came to England, and on my arrival I laid my claims before the Duke of Wellington. Lord Ellenborough was then Chairman of the Board of Control, Col. Lytton was then Chairman of the India Board, Mr. Astell, Deputy Chairman. In answer to my application for justice, I heard from the Duke that I should return

to India at my own expense. "I made another effort; I waited on Mr. Astell, and remonstrated with him. By him I was treated with insult; I had my umbrella in my hand and knocked him down. I was prosecuted by him, and sentenced to six months imprisonment, which I spent in Giltspur-street Compter: at last I was liberated upon my recognizances. Lord Grey came into power; Lord Sandon was at the head of the Board of Control. He promised that my case should be reconsidered; still nothing was done. I went again to the India Board; I told them that their conduct was bringing things to a most direful issue, and I threatened them. They brought me before Ald. Key, and called upon me to put in two sureties of 50*l*. each. I was committed to prison. Well then, my Lord, not content with the sureties demanded by Alderman Key, they brought me into the Court of King's Bench, and the sureties were advanced to a thousand pounds. After remaining some time in prison, and hearing that my wife was in a bad state of health, and lost a situation which she occupied, I determined on going to India, where I went at my own expense, after an absence of five years. On my arrival in India I again pressed my claims on Lord William Bentinck; I was told by him that nothing would be done for me; I told him I would lose my life, or obtain justice, and threatened him; he prosecuted me, and I suffered twelve months imprisonment in India. Sir Charles Metcalf assumed the government during the absence of Lord William Bentinck; on him I pressed my claims for justice; he in part recognised them, and allowed me a salary out of his private resources. Lord Auckland then arrived, and I took steps to submit my claims to his consideration, as I was determined to have justice done me. In procuring it I was equally intent on giving the Governor of the India company a moral lesson. Lord Auckland refused to do any thing for me, and after many opportunities I got 1,500 rupees to bring me to England. I arrived here in November last, and renewed my application to the Board. After waiting seven or eight weeks I was referred to their solicitor, by whom I was treated with every kindness. I pressed on him the justice of my claims, and I told him the company would force me to extremities, and I was determined to teach them a great moral lesson. I was told that I must expect nothing, and I was asked had I no parish. Was not this enough to drive me mad? Lady Carnac kindly undertook to interest herself, and told me to have a little patience. I lost my wife in India. After waiting eight weeks I went again to the India House. I was again referred to the solicitor. Seeing there was nothing likely to be done, I went to the India House and threatened them. I was brought up to this bar. I was bound over in my own recognizances for 100*l*. to keep the peace. On being liberated, I heard a report that if I would cease troubling them they would provide for my boy. I immediately and most cheerfully assented, and consented to relinquish my claims, provided they would take care of my boy, and give me as much means as would support me for six months; but, my Lord, would you know the situation they offered him, that it was to send him to the Refuge for the Destitute. But I did ask a situation for him, and it was a voluntary apprentice into the Pilot's Society. I was told he should be put there. After waiting for five weeks, I was then told that there was no vacancy. Now, I said, the vital moment had arrived, and I would be driven to do something violent. No later than Monday last I told them so. I called this morning at the India House, and, after some interruption and some manœuvring, I obtained an interview with the Deputy Chairman. I did not then intend to injure him; I only called to warn him that I was determined to do something, unless the promise which had been made me was redeemed. Instead of being received as I ought, I was received most rudely, and suffered personal insult. I told the Deputy Chairman that I was determined to have jus-

tice. He called me a ruffian. I told him I carried a knife. He asked me did I mean to murder him? I said not, but I would make war. "Make war?" says he. "Aye," said I. "I will make war to the very knife." On his seeing the knife in my hand he seized hold of my arm, and attempted to turn the knife against my throat, and you may perceive that I am cut in the cheek (exhibiting a cut.) I then thought my life in danger, and I was determined to defend myself. We struggled; he attempted to get towards the bell, and I prevented him. He fell, and I struck him on the head. I was determined to give him a moral lesson, that he or no set of men should attempt to treat their fellow man as they have treated me. I am glad he is not seriously injured, but if I had killed him my conscience would make me no reproach. Their object was to drive me to do some act by which I would be disgraced and sent out of this country. I would die a thousand deaths sooner than suffer myself to be walking in the streets of London starving. No matter whatever may be the result, I'll meet it. I have warned them, both by word of mouth and writing, of the consequences of their conduct, and death is far more preferable to me than the continuance of the sufferings I have endured.

The prisoner was then remanded.

THE REVIEW.—His Excellency Governor BUTLER reviewed our Brigade (the 4th) on Monday last, and we ought yesterday to have expressed the great pleasure which the spectacle afforded. Whether it was the brilliancy of the April day, or the skill with which the troops were commanded, or a great improvement of late years in our city military, we know not, but we were not singular in the opinion that a more imposing and beautiful parade was never before witnessed on the Washington Course. Some of the uniforms of the volunteer corps are magnificent, and were set off to the best advantage by being relieved against the early foliage of oaks in the back ground. Capt. Lynah's fine Cavalry corps escorted the Governor to the field. We understand that his Excellency expressed high gratification at the soldier-like bearing and conduct of the Brigade.—*Charleston Mercury, April 19.*

From the Pennsylvanian.

THE DALLAS DINNER.—The following letter has been received by the Committee of Invitation, from Commodore John B. Nicolson, of the United States Navy.

U. S. SHIP INDEPENDENCE, }
Boston, April 17, 1837. }

GENTLEMEN—I have the honor to acknowledge the receipt of your letter of the 7th inst. containing an invitation from the fellow citizens of Mr. Dallas, our Minister to Russia, to dine with him on the 13th inst. The invitation, however, did not reach me until the 16th inst., or I should have endeavored to avail myself of your politeness.

Be assured, gentlemen, that I warmly respond to the wish that the temporary and harmonious union between the military and diplomatic corps of our country "may prosper our diplomacy abroad," and that no effort on my part shall be wanting to realize it.

Permit me, through you, to express to the fellow citizens of Mr. Dallas, my sincere acknowledgments for the honor conferred on me, and accept my thanks for the flattering manner in which you have communicated it.

With sentiments of respect and esteem,

I am, gentlemen, your ob't servant,

JNO. B. NICOLSON, Com'nt.

Messrs. Benj. Mifflin, J. W. Ashmead, John Thompson, Geo. F. Lehman, Lem'l Paynter, Henry Simpson.

**WASHINGTON CITY ;
THURSDAY, APRIL 27, 1837.**

☞Subscribers who have paid Messrs. M. H. and R. E. HUDSON, in New York, are requested to notify us of the fact. Some have already done so, which is the only information we have in relation thereto. Although repeatedly written to, and called upon, we can obtain no satisfaction from Messrs. H.—neither money, nor statement of account; and we have no other resource but to apply to subscribers themselves.

Appointment by President Jackson, by and with the advice and consent of the Senate.

CALLENDER IRVINE, to be Commissary General of Purchases, for four years, from 3d day of March, 1837.

MOVEMENTS OF TROOPS.—Major General JESUP has been instructed to make the following disposition of the troops under his command, on the termination of the war in Florida:—

The 1st and 4th regiments of artillery to Camp Sabine.

The 2d, and six companies of the 3d, regiments of artillery to Sabine river, where the road from Opelousas crosses it.

One company of the 3d artillery to Key West.

The two remaining companies of the 3d artillery as near the mouth of the Sabine, as a healthful position can be obtained.

Two companies of the 2d infantry to remain on the upper Withlacoochee.

The 4th regiment of infantry to the Creek nation.

Seven companies of the 6th infantry to the Sabine, near the Opelousas road.

Brigadier Gen. WOOL has requested to be relieved from his command of the military forces in the Cherokee nation, and his request has been complied with. Colonel Lindsay, of the 2d artillery, will succeed him.

Commodore J. B. NICOLSON, lately appointed to the command of our naval forces on the coast of Brazil, belongs to a family whose name is spelt without the *h*; as all others that we know of, spell the name with the *h*, the difference has escaped general observation.

The PINCKNEYS of South Carolina spell their name with a *c*—the PINCKNEYS of Maryland without the *c*.

There are no less than three modes of spelling the name ELIOT, ELLIOT, and ELLIOTT.

If it is important to be correct in great matters, it is no less so in principle to be correct in minor ones. It may appear trivial to notice such small affairs, but we have seen these errors of orthography so often committed, that we have resolved to attempt to set the public right.

NEW WORK BY WASHINGTON IRVING.—Carey, Lea & Blanchard will shortly publish his new work under the title of "The Rocky Mountains; or Scenes, Incidents, and Adventures in the 'Far West,' digested from the Journal of Captain B. L. E. Bonneville, of the Army of the United States, and illustrated from various other sources, accompanied by two large maps."

A public dinner was given in Baltimore, on Wednesday 12th inst., to Professor GEDDINGS, of the University of Maryland, on the occasion of his departure from that city, to accept a chair in the Medical College of South Carolina, his native state.

Gen. GAINES of the army, and Dr. Sproston of the navy, were among the invited guests, and the following toasts were given by or in compliment to them.

14th Regular Toast.—General Gaines, who has honored us with his presence. The soldier is ever the particular care of the medical art, and as charity is always repaid, Mars has acknowledged his debt to Apollo by bringing Surgery to its present state of perfection.

General GAINES, through Dr. STEUART, acknowledged his sense of the honor done him in drinking his health, and begged to be excused from personally addressing the company on account of a severe cold which affected his voice.

By Dr. SPROSTON, of the Navy—a guest. South Carolina—Honored be the State which calls home and cherishes the genius that sprung from its own soil.

By Dr. LUCIUS O'BRIEN, a guest. The Surgeon General of the United States Army—in arms and in medicine, alike distinguished.

General GAINES replied in a short address to this toast, and spoke of the gentleman alluded to as his intimate friend, and as one who was as distinguished for his bravery in the field, as for his skill in the hospital. The General added, that he had always felt bound to acknowledge the debt of gratitude which the soldier owed to the medical profession; and he felt the present occasion to be peculiarly appropriate for the expression of his feelings on this subject. He described the Army Surgeon as an object of peculiar solicitude to the officer.

—“As the soldier's friend,

“Who cheer'd him in camps, in marches led,

“And with him in the battle bled.”

ITEMS.

Mr. DALLAS, minister to Russia, has arrived at Boston, with his family, for the purpose of embarking on board the U. S. ship Independence. The I. will proceed as far as Cronstadt.

Captain Kearny and other naval officers, have arrived in New York, for the purpose of making a survey of Flinn's Knoll, opposite Sandy Hook, preparatory to the erection of a light house.

The schr. Virginian, Bedell, with Capt. Fulton and Lt. Bryant's companies of U. S. Dragoons, bound to New Orleans, went to sea from Hampton Roads on Wednesday evening, 17th inst.

R. R. Waldron, late acting Purser of the U. S. ship Peacock, has arrived at New Orleans in the brig Cazenove, from Vera Cruz. He bears despatches from the Mexican Government to our Department of State.

In the list of officers of the U. S. frigate Brandywine, copied from the Norfolk Beacon, the name of Purser J. H. Terry is omitted (no doubt accidentally;) but we understand he has arrived in her.

A VETERAN.—A Prussian soldier died lately at Koningsburg, at the age of 106. He fought in the famous seven years' war, and had served 56 years in the same regiment.

ARRIVALS AT WASHINGTON.

April 21—Major G. Dearborn, 2d Infy. Fuller's.
Lieut. G. Morris, 4th Infy. do.

PASSENGERS.

NEW YORK, April 24, per ship Virginia, for Liverpool, Capt. R. F. Stockton, of the navy.

April 27, per brig Tybee, from Savannah, Major J. S. McIntosh, of the army.

SAVANNAH, April 20, per pilot boat Sarah M. from St. Augustine, Dr. G. F. Turner, U. S. A.

DOMESTIC INTELLIGENCE.

From the Savannah Georgian, April 21.

LATEST FROM FLORIDA.

The pilot boat Sarah M., Capt. Low, arrived yesterday afternoon from St. Augustine. Through the attention of Capt. L. we have received the subjoined letter from our correspondent of the St. Augustine Herald, which contains late information from Tampa Bay, which is now Gen. Jesup's Head Quarters.

We are indebted to a passenger in the Sarah M. for a copy of Gen. Jesup's recent order, which will be found transcribed below.

HEAD QUARTERS ARMY OF THE SOUTH, }
Tampa Bay, April 5, 1837. }
ORDER NO. 79.

1st. The Commanding General has reason to believe that the interference of unprincipled white men with the negro property of the Seminole Indians, if not immediately checked, will prevent their emigration, and lead to a renewal of the war. Responsible as he is for the peace and security of the country, he will not permit such interference under any pretence whatsoever; and he therefore orders that no white man, not in the service of the United States, be allowed to enter any part of the Territory between the St. Johns river and the Gulf of Mexico.

2d. The Inspector General will cause all merchant or transport vessels arriving in this harbor to be immediately examined, and the names of all individuals on board to be registered. No one will be allowed to come on shore, except for the transaction of public business. Vessels from whence any individual shall be landed contrary to this order, or on board of which spirituous liquors may be found, will be immediately sent off, and shall not be employed in the public service.

3d. All negroes now at this place, the property of citizens of the United States, will be sent to St. Marks. The Inspector General will furnish Lieut. Vinton a list of them, with their owners' names. Lieut. Vinton will give notice to their owners to take charge of them immediately.

By order of Maj. Gen. Jesup.

J. A. CHAMBERS,

Lieut. A. D. C. & A. A. Gen.

J. E. JOHNSTON, Lt. and A. A. S.

A public meeting has been held, and a very temperate remonstrance against this order has been adopted.

The cause of this order is alleged to be, that unprincipled white men will tamper with the negroes of the Indians, and thus lead to a renewal of hostilities.

A letter from the postmaster at Jacksonville, mentions that the family of a Mr. Clements, six in number, were murdered near the Mineral Springs by a party of Indians.

From Tampa we have information to the 10th. We learn that on the 9th twelve hundred rations were issued, and letters still continue to state that the Indians still continue to come in "slowly but surely."

A report has been received from Gen. Jesup, dated Tampa Bay, 9th April, in which he states that the war is over, he hopes; at all events there is but little danger of a renewal of hostilities, if the troops be held in readiness for immediate action, and the inhabitants of Florida act with prudence. Should, however, any attempt be made to seize the Indian negroes, or to arrest any of the chiefs or warriors, either as criminals or debtors, an immediate resort to arms will be the consequence.

Several of the principal chiefs are in the neighborhood of Tampa Bay, with the detachments of their people. Micanopy, Holatoochee, Yaholoochee, (Cloud,) Co-a-co-chee, (Wild Cat,) John Ca-wi-go, and several sub-chiefs and warriors, left Gen. Jesup on the 8th for the emigrating camp. Co-a-co-chee is a son of Philip, the principal chief on the St. Johns river. His influence is greater than that of his father. Gen. Jesup states he is the most talented man he has seen among the Seminoles, and will no doubt be the principal chief of the nation. He promises that Abiaca, the chief of the Mikausaukies, with his people, shall come in. He returns to St. Johns to collect his cattle, and will start his father and all his people to the emigrating camp.

The Chiefs entered into an engagement on the 8th to surrender the negroes taken during the war. They will deliver them to the commanding officers at the posts on the St. Johns.

The Indians generally will emigrate, but the measure will be tedious, and in all its preliminary steps expensive.

When the emigration of the greater part of the nation shall have been effected, strolling vagabonds will remain, probably, among the frontier inhabitants. To restrain them, Gen. Jesup proposed to re-establish Fort King, and establish a post between Fort Drane and the Suwannee. Fort Drane being in a very unhealthy section of the country, its garrison must be withdrawn early in June. One or two posts with small garrisons, may probably be required on the Atlantic coast, south of St. Augustine. The garrisons of Forts Mellon and Call must be withdrawn by the 1st of June, in consequence of the unhealthiness of the sites of those forts.—*Globe*.

Correspondence of the Baltimore Patriot.

NEAR FORT GIBSON, March 14.

There is great doubt whether or not the Dragoons will make an early campaign this summer; we hope to go to Leavenworth, and turn over our quarters to the 2d Regiment. We have had a long enough siege in this warm and sickly climate. Some of the officers think we go on to Grand Prairie, as soon as the grass will admit, as the Pawnees and Camanches have been committing some depredations. Of our movements I will acquaint you. The companies of Dragoons at this post are far from being full, although there has been an arrival of fifty recruits, principally from the Eastern States—but the Yankees won't stay; a great number have deserted.

The 7th Infantry is but the shadow of a regiment—this spring nearly seven-eighths will be discharged—it now musters but 160. The volunteer regiment of mounted men are still encamped here, but will be discharged as soon as the paymaster arrives.

We are swarmed with Florida Seminoles; poor squalid wretches. Many have emigrated to the Creek Nation, and gone under the protection of the McIntoshes.

We learn from a gentleman from Pensacola, which place he left 14th inst. that the U. S. ship Constellation, Com. Dallas, and sloop of war Boston, Lieut. Com. Engle, were lying in that port—the latter to sail in a few days on a cruise in the Gulf—officers and crews of both ships all well. The schr. Grampus, Lt. Com. McIntosh, was daily expected.

From the Norfolk Beacon, April 24.

ARRIVAL OF THE BRANDYWINE.

The U. S. frigate Brandywine, Captain DEACON, bearing the broad pendant of Com. WADSWORTH, 93 days from Callao, anchored in Hampton Roads on Saturday afternoon last—officers and crew generally well.

We learn that the Chilean blockading squadron under command of Admiral BLANCO was lying in the harbor of Callao; the Admiral waiting instruction from his government. Every thing was tranquil in the interior when the Brandywine sailed.

Santa Cruz continued at the head of affairs there, and would probably remain so.

We regret to learn that passed midshipman Augustine W. Prevost, (late of schr. Boxer,) died of consumption, on board the Brandywine, on his return to the U. States.

The U. S. schr. Boxer, Lieut. Com. PAGE, was at Callao 18th January—all well.

The Brandywine has been absent 35 months, having sailed from Hampton Roads 20th June, 1834.

We subjoin a list of her officers.

ALEXANDER S. WADSWORTH, *Commodore*; David Deacon, *Captain*; Lieuts. Wm. Inman, Henry Bruce, G. J. Van Brunt; P. Mid., acting Lieuts., S. F. Hazard, G. A. Prentiss, Robt. Handy; Surgeon, A. B. Cooke; Ass't Surgeon, John T. Sickles; Act'g Master, Charles Green; Act'g sec'd Master, E. M. Yard; Com's. Sec'ry, Edwin Vallette; P. Mid. W. B. Ludlow, Luther Stoddard, J. J. White; Mid'n, Francis Lowry, Jas. L. Parker, C. H. Piper, J. W. Read, C. J. Vannalstine, Samuel Pearce, Benjamin R. Nicholls, Geo. Doty, Wm. P. McArthur, Wm. P. Gamble, Wm. A. Bartlett, L. B. Avery, Benjamin T. Wilson, C. St. George Noland, W. L. Blanton, D. D. Henrie, C. R. Smith, R. B. Reid; Capt. of Marines, C. C. Tupper; Lieut. of Marines, G. W. Robbins; Capt's Clerk, T. C. Royal; School Master, John Pierce, Jr.; Purser's Clerk, David McComb; Boatswain, John Ball; Gunner—David James; Carpenter, Charles Boardman; Sail Maker, J. R. Childs; Master's Mates, Thos. Curry, Lloyd Slemmer.

Officers of the U. S. schr. Boxer, in the Pacific.

Hugh N. Page, Lt. Com'g; Lieuts. C. H. Jackson, Peter Turner, Cicero Price; Mid'n, C. M. Robertson, John J. Patterson.

THE INDEPENDENCE.—This noble ship, which has been recently reduced at the Navy Yard at Charlestown from a 74 to a double banked frigate, is now lying in the stream, and will sail in a few days for Cronstadt, and carry out Mr. Dallas, Minister to Russia, and family, and having landed them, will proceed to Brazil, and become the Flag Ship of the American squadron, on that station. The Independence is now one of the most elegantly modelled, commodious, and efficient ships in the navy. The Post gives the following account of her armament, &c. She has a battery of sixty 32 pounders—viz. thirty long guns on her main deck, and an equal number of medium length on her spar deck. She is pierced for 64 guns, and her stern ports may in an exigency be readily converted into a battery, by changing the position of the aft or bow guns. The aggregate weight of the guns on the main deck is 1767 cwt., and on the spar 1505 cwt. Her length is 200 feet—beam 52—depth from spar deck to hold, 30—depth between beams and main deck 6 feet and an inch, an amount of space which will be of the highest utility during an engagement—mainmast 115, and mainyard 105—and the same suit of sails which she carried when a seventy-four.

Her ammunition consists of 4,000 round shot, 32's—700 bags grape do., and 100 canisters do.—16,000 lbs. cannon powder—2,000 lbs. priming do.—and 120 pistols, 120 muskets, and 200 cutlasses. Her guns

require 11 lbs. of powder to a charge, and each half division delivers 160 lbs. of metal at a discharge. The weight of her anchors are, 760 cwt. 740 do. 710 and 690 do. Her draft at present is 22 feet 1 inch aft, and 22 feet 5 inches forward. She is strongly built, but not without the strictest observance of neatness and whatever could contribute to substantial comfort, and she will no doubt become one of the greatest favorites in the navy. There are already upwards of 600 men on board, including a detachment of marines.—*Boston Transcript.*

The United States ship Independence hauled off from the Navy Yard on Friday forenoon, and anchored in the stream, where she presents a noble and majestic appearance. She will proceed to sea on the 27th inst. During the last several days, many of our citizens, particularly ladies, have visited this ship, where they were received by the officers with the utmost politeness, and were exceedingly gratified in examining the economy of a large ship of war, and the various preparations incidental to the eve of a long cruise. The Independence mounts sixty-four thirty-two pounders, and is probably the finest ship of her class in the world. She is commanded by a brave, gentlemanly, and intelligent officer.—*Boston paper.*

SURVEY OF THE COAST.—We understand that the sounding parties are about to recommence their operations in the vicinity of the city, and that the detail surveys of the whole harbor will probably be completed during the present season. Our citizens are aware, that the work of which this is a part, is under the superintendence of Professor Hassler, the primary operations being executed by him. The secondary triangulation in our harbor, which gives the basis for the more detailed operations, has been conducted by James Ferguson, assisted by Lieut. J. A. Dahlgren, and Edmund Blunt, assisted by Passed Midshipman T. J. Page. The topographical part has been in charge of Mr. C. Renard, assisted by Passed Midshipman T. A. Jenkins; and the soundings have been performed under the superintendence of Lieutenant T. R. Gedney. The previous operations in this section have been completed during the past season, and the soundings of the outer bay, of the Newark bay, and the Channel as far up as Fort Tompkins, are also finished. The work of the present year, under the direction of Lieut. Gedney, will conclude the survey of our immediate neighborhood. Lieut. Blake, with several co-operating parties, is at present engaged in finishing the hydrographic part of the survey, from New Haven to Throg's Neck, where he will be met by Lieut. Gedney. In the course of the season, it is expected that the main operations will be extended southward to the Delaware; and in the year following, it is intended to commence southward of the Chesapeake and operate northward. The whole coast will, therefore, soon be covered, and a desideratum in geographical knowledge, long a public grievance, be at length supplied.—*New York Evening Post.*

RED RIVER RAFT.—The editors of the Red River Gazette, published at Natchitoches, Louisiana, have received a letter from Captain Riddle, of the snag boat Eradicator, engaged in clearing away the Red River Raft, which contains valuable information. The writer's communication, it seems, although not intended for publication, has been given to the community in order to put it in possession of facts connected with the important work in question. Capt. Riddle says that ten and a half miles of raft have been penetrated during the present season, and he has little doubt that the residue will be passed through by the 25th of next month. The three last miles of the Raft will, it is expected, be very heavy, but as the river is wide and deep at the point, no great difficulty is apprehended. It is believed that boats will be

found passing along through the Raft during the ensuing summer. The Captain speaks frequently of bayous, which, doubtless, are the results of the stoppage of the river's current by the accumulation of the Raft, and which will in all probability disappear so soon as the obstacle shall be removed, thus opening to cultivation a large extent of fertile soil, and rendering the climate infinitely more healthy. Lieut. Bowman, of the U. S. Engineer corps, who accompanied Capt. R. in a late visit to the head of the Raft, has expressed a belief that owing to the unwillingness of laborers to work after May, and the difficulty of procuring hands, the completion of the undertaking may be delayed beyond the time specified, but that in any event, it will be effected during the coming winter.

OFFICIAL.

DEPARTMENT OF STATE, }
Washington, April 24, 1837. }

Information has been received at this Department, from the United States Consul at Mexico, that the following ports of Mexico, and the departments appertaining thereto, have been closed to foreign commerce, by a decree of the Mexican Government, to take effect six months after the publication of the decree passed March, 2d, 1837, viz:

On the gulf of Mexico.—Bacalar, Goatzaboalcot Alvarado, Matagordo, and Galveston.

On the Pacific.—Huatulco, Manzanilla, Natividad, Mazatlan, La Paz, Loreto, San Diego, and San Francisco.

MISCELLANY.

VALUABLE STATISTICS OF THE WHALE FISHERY FROM DIFFERENT PORTS OF THE UNITED STATES TO THE PACIFIC OCEAN.—The Boston Atlas, of the 10th April, furnishes a comprehensive tabular view of this important branch of American enterprise, from which we learn that (exclusive of all ships engaged in the common right whale fishery) on the first of Jan. last, Nantucket had 67 ships; New-Bedford, 92; Fairhaven, 19; Bristol, R. I., 10; Hudson, N. Y., 8; Newport, R. I., 7; Warren, R. I., 7; Edgartown, Mass., 7; Salem, 6; New-London, Conn., 5; Falmouth, Mass., 5; Sagharbor, L. I., 4; Poughkeepsie, N. Y., 4; Newburgh, N. Y., 3; Wilmington, Del., 3; Newburyport, Mass., 3; Boston, 2; Fall River, 2; Newark, N. J., 2; Portland, Me., 1; Wiscasset, 1; Wareham, 1; Providence, 1; Dartmouth, 1; Stonington, 1; New York, 1.

At sea, total, 256 ships—

Of which 34 sailed in 1833,
66 " " 1834,
75 " " 1835,
81 " " 1836.

Total, 256

The number of men employed at present in this branch of the whale fishery is nearly ten thousand, and the immense capital necessary to its successful prosecution is about seven millions of dollars! Those ships which have been fitted out during the last two years, have sailed at an expense far exceeding any previous outfits, but few being now sent to sea at a less cost than forty thousand dollars; many, in fact, reached \$50,000, and some even upwards of \$60,000. Since the year 1814 the total import of spermaceti oil at Nantucket, and other ports in the United States, reached the immense quantity of one million four hundred and thirty three thousand and ninety-two barrels!!

The import of 1835 alone was 178,000 barrels.
" " 1836 " " 123,411 "

The common or right whale fishery employs more ships, but the voyages are fitted out at a much less

cost, being performed in shorter time, usually in less than a year.

SAGHARBOR WHALE FISHERY.—The Nantucket Inquirer has a minute tabular statement, comprising a list of arrivals of Whaling vessels, with the amount of the produce of the Fishery at that District, for the year 1836—with various other useful details. The arrivals took place between March 6th, and July 1st, and were twenty in number, 13 of which arrived in the month of May. These ships measured 6,361, tons—average tonnage 318. They brought in 25,063 barrels whale oil, 3,445 barrels sperm do., and 197,960 lbs. whale bone. The shortest voyage was that of the Henry, Capt. Cartwright, which was absent but 8 months and 21 days, and turned out 2,323 bbls. whale, 133 do. sperm oil, and 12,880 lbs. bone. This was also the greatest cargo, as regards quantity of oil, brought in during the period mentioned. The longest voyage specified was nearly 22 months; and the least productive that of the Nimrod, the commander of which had returned home in ill health—she brought but 239 bbls. whale, 122 do. sperm, and 2,178 lbs. bone.

The New Bedford Mercury informs us that several of the most enterprising merchants of that town have declined fitting their ships for new voyages, in consequence of the high price of provisions and labor, and the deranged state of money affairs.

The Mercury also states that during the last week twelve ships have arrived at that port, and one at Fairhaven, bringing 25,775 barrels whale oil, 2,175 of sperm, and upwards of 250,000 lbs. of whale bone. Nearly all the right whale ships expected this season have arrived.

From the Portsmouth N. H., Journal.

One of the most singular phenomena in the combustion which has lately occurred in the ship Westchester, was the generation of poisonous gases from the burning cotton.

As soon as the cotton was discovered to be on fire, the hatches were closed to prevent the admission of any external air. The combustion continued for three days, without any vent for the gases produced by fire. The consequence was, the production of a great quantity of gases, which were probably the carbonic acid gas and carbonated hydrogen. Cotton contains a great quantity of carbon. As the combustion proceeded, nearly all the oxygen of the atmosphere combined with the carbon of the cotton, and produced carbonic acid; the effect being precisely the same as from the burning of charcoals in a confined room.

When vegetable matter is burnt in a confined vessel, another gas is produced which is called carbonated hydrogen—of course this was produced in the vast resort of the confined ship, and combined with the carbonic acid.

A little chemical knowledge would have foretold that these gases would certainly have been generated, and would have made precautions against their poisonous effects. The carbonic acid being the gas in the bottoms of wells, and which produces the poisonous atmosphere of the famous Grotto del Cane in Italy, and the poisonous valley of Java, which fables have attributed to the Upas tree. The other gas is the fire damp of the mines, and is equally poisonous.

No bad effects were apprehended from the air of the vessel, and nothing but a miracle prevented the loss of several lives.

Eight of the crew retired to sleep in the cabin which is above deck. After they had been sleeping a few hours, some persons came into the cabin, and saw a cat stretched out on the floor and just expiring. They went to the berths and found the men lying on their faces in a deep stupor, from which they could not rouse them. Some of them remained senseless for more than half an hour. Fortunately they recovered,

though some are still suffering from the effects of the poison. Several men who stood over the hatches or went into the hold, were violently affected, and the day after the fire was extinguished, the men who were at work in the hold, getting out the cotton, had to be released on account of the effect of the air in the hold upon them.

ACTION OF ZINC ON COPPER.—The Fair Rosamond was paid off on Wednesday, when the crew subscribed £1 16s. for the Dreadnought hospitalship. This ship when she was sent to the coast of Africa, had put upon her, at the suggestion of Dr. Bumpus, some protecting bars of zinc, for the purpose of preventing the corrosion and loss of weight of the copper; the galvanic influence has been such, that about her stern and rudder, and the two or three upper streaks of her whole length, where the friction of the water may be presumed to be the greatest, the copper has rotted off, and barnacles of considerable size were found adhering to the wood; the copper was otherwise tolerably clean, but, we have no doubt, has lost in weight; the experiment consequently is a failure.—*Liverpool paper.*

SUFFERING FROM THIRST.—Some twelve miles from Oran, we passed the spot where, a year and a half ago, there had been hard fighting between the French and the natives. The French soldiers, though an overmatch for the Arabs, suffered dreadfully from heat and thirst. Their store of water was exhausted; the breath of the simoom set in; the cavalry stood its shock, and by their elevation from the ground were able to respire, but the foot soldiers fell by companies, gasping for breath. A captain of dragoons, who was in the scene, told me there was more than one instance of the infantry soldier, driven to madness by thirst and agony, putting his head to the mouth of his musket, and his foot to the trigger, and committed suicide. One infantry officer alone gave way to despair; and though it is probable that he was, in these circumstances, no more a responsible agent than a man in the delirium of a fever, yet it was better, perhaps, that he did not survive the occurrence. He pulled his purse from his pocket; he said to his men: "I have always been a kind officer to you; the horror of my sufferings is now insupportable; let the man among you who is my best friend, shoot me dead, and here are thirty louis d'ors for his legacy. No man would comply with his request, but he had hardly uttered it when he fell down and expired.—*Campbell's Letters from the South.*

From the United States Gazette.

GENERAL WAYNE—MAD ANTHONY.

We are indebted to an estimable citizen for the following anecdote of one whose name is dear to every Pennsylvanian. We do not remember to have seen before an account of the origin of the title of "Mad Anthony," bestowed upon one who certainly had as much method as any military commander.

TO THE EDITOR:

Enclosed is an extract from a late memoir of Gen. Anthony Wayne, which assigns the reason of that distinguished officer having, among the soldiery of the Pennsylvania line, received the appellation of "Mad Anthony."

A PENNSYLVANIAN.

Says the General, in a postscript to a family letter, "Jemmy, the rover, alias the Commodore, has absented himself from this detachment of the army. I am convinced that whether in his hours of sanity or insanity, he would cheerfully lay down his life for me or any of my family." A. W.

"In all armies the soldiers delight in nick-naming their principal officers. The extraordinary person to

whom the General has reference, in the above postscript, gave existence to the cognomen "Mad Anthony." Jemmy, the rover, whose real name is not recollected, was an Hibernian and a regularly enlisted soldier in the Pennsylvania line. He was subject to periodical alienation of mind; in this state he sometimes became very noisy and troublesome; on one of these occasions he was ordered to the guard house—while the sergeant with a file of men was conducting him thither, Jemmy suddenly halted, and asked the sergeant by whose orders he was arrested; by those of the General, was the reply; then forward, said the rover. In the course of a few hours he was released. In the act of taking his departure, he asked the sergeant whether Anthony, this being the only appellation he gave the General, was *mad* or in *fun*, when he placed him under arrest; not condescending to say under guard. The reply was: the General has been much displeased with your disorderly conduct, and a repetition of it will be followed, not only by confinement, but *twenty nine*, well laid on. Then, exclaimed Jemmy, Anthony is *mad*; farewell to you—clear the coast for the Commodore, *mad* Anthony's friend.

This Jemmy, the rover, had method in his derangement. General Wayne, to whom he was most devotedly attached, frequently employed him as a spy. While the American army lay at Valley Forge, he was repeatedly sent within the British lines, and always returned with important information. It is said by those who are yet living, and who well recollect the rover, that he was a man of good education and extraordinary shrewdness. In fact, it was much doubted whether or not Jemmy feigned derangement.

STEAM NAVIGATION ON THE DANUBE.—Six steamers, launched by the Austrian government, commenced running between Peath and the ports of Lower Hungary, on the 18th of February, and will continue as long as the season will permit. This step is hailed in Germany as an important inception of the entire navigation of the river by the Austrian government.

Of the two steam-packets which are to run between Marseilles and Constantinople, and between Marseilles and Alexandria, seven are now assembled at Toulon.—The *Eurotas* arrived there on the 9th, after a voyage of five weeks, during twenty days of which, she was at sea. She encountered tremendous weather, which only tended to prove the superiority of her construction, and the goodness of her engines. At Mahon the *Eurotas* was fortunate enough to save two King's vessels, the corvette *L'Indienne* and the brig *La Menagerie*. The *Scamandre* will be the first vessel to start for Constantinople. She will leave during the month of April.

The Director General of the Post Office has just announced to the public, that a weekly communication by steamboats having been established between Havre and Hamburg, the administration will take charge of letters, journals, packets, etc., destined for the cities and states of Denmark, Sweden, Norway, and the Grand Duchy of Mecklenburgh, Hamburg, Bremen, and Lubeck, the Duchy of Oldenburg and Hanover. All letters or packets should be addressed—"By steamboat from Havre." The vessels will leave Havre every Saturday.

A SAILOR PICKED UP.—The Yarmouth, N. S., Herald, in announcing the arrival of the brig *Pleiades*, from Montego Bay, relates the following incident: "On the night the *Pleiades* left Jamaica, about nine miles from land, picked up a sailor named Robert Darrell, of the ship *Hanover* of Glasgow.—He, with two of his shipmates, was beating up in a boat from Green Island to Montego Bay—when the boat unfortunately foundered, and he supported himself nearly 12 hours on two pieces of board; the whole time surrounded by sharks, which he kept off by incessantly kicking. He was taken on board in an exhausted

state, and carried back to Jamaica. His shipmates, whom he last saw endeavoring to support themselves on an oar, could not be found, although every search was made for them.

FROM THE SANDWICH ISLANDS.

By the politeness of Capt. Wood, of the ship Peruvian, arrived at St. Johns, the editor of the New Bedford Mercury has received files of the Sandwich Islands Gazette to the 22d October. Every thing appears to be quiet at the islands, and the natives progressing in civilization and the arts of peace. The news of the mediation of England in settling our difficulties with France had just been received, and the President's Message accepting of the mediation is published.

The Gazette of the 15th October notices the arrival of the French ship of war La Bonite, and the sailing of the United States sloop of war Peacock, for home. The editor of the Gazette in alluding to the visit of the Peacock, remarks:

The American Commodore had several conferences with the King and Chiefs. The chief topics discussed were—the rights of ownership of foreigners' estates, of which they have become the legal possessors; and the right of the King and the Chiefs to expel foreigners from the Sandwich Islands. The policy of leasing land to strangers, was upon the tapis. The treatment of prisoners confined by the Sandwich Island Government, was treated upon. Debts against the Government, in favor of Americans, were brought forward.

Now we attended the meetings alluded to, until we got out of patience with the tedious prolixity of the measures, which were, finally, *not taken*; and we could neither ascertain, that the Commodore, who had most to do with the affair; the U. S. Consul, who, *we were informed*, has scarcely any decisive authority to do any thing for the interest of his countrymen; nor the residents, who had assembled to make known their grievances; nor any other person or persons, could bring to pass any thing which would be promising to the afflicted.

We heard "much ado about"—what? Why, about discussing the principles which are indigenous in the minds of all, who ever dreamed of justice, and the natural rights of personal protection, and freedom of religious opinion; we did, indeed, hear much discussion upon these points, which are so painful to our minds as to need not a hesitating word;—but we have not heard that any thing has been effected by these parleys.

Will some of our correspondents tell us one point of misunderstanding which has been explained, one difficulty which has been removed, one acknowledgment of past injuries which has been made—or, in short, one little tiny improvement in the state of affairs which has been effected by the conferences held by the Commodore with the Chiefs;—whoever will point out to us the definite result of a three or four days debate, as above mentioned, and show us a *speck* of benefit which has resulted by it, will open the eyes of a poor blind editor, who spent much precious time taking notes about—*nothing at all*.

American residents at the Sandwich Islands are always complaining of the want of authority or disposition of American naval officers to redress their grievances. Captain Finch of the Vincennes, and Com. Downes, were subject to like complaints from these individuals.

From the Sandwich Islands Gazette, Oct. 22.

Whale ships begin to drop in; the harbor will soon look important, and the shore will be enlivened; we hope soon to have a list of ships to fill the Gazette "brimful" after this style:

"Vessels in Port."
The—3000 barrels.
The—3100 "
The—3200 "
The—3300 "

&c. &c. &c. "ad infinitum," and "all bound home."

Business is now rather slack, and merchants wear "long faces;" but cheer up! cheer up! the darkest night often precedes the fairest day.

EXPORTS EXTRAORDINARY.—A *lively* trade has been stirring during the past fortnight in the articles of lizards, cockroaches, centipedes, and other verminous merchandize; the gentlemen of the corvette La Bonite have made heavy purchases to increase their cabinet of varieties, and some of the natives have been busy diving for shell fish, while others have employed themselves in hunting scorpions, snails, and humming birds; the birds, insects, fish, bugs and all, are to visit France, where they will in future live together in harmony, for the benefit of science, in the cabinets, not of the nation, but of the national museums. When they get there, their stings will sting no longer; they will neither hum, bite, swim, nor creep. Good bye, dear bugs; write us when you get to France; don't—Oh do not forget the Sandwich Islands Gazette!!!

ARMY.

OFFICIAL.

GENERAL } HEAD QUARTERS OF THE ARMY,
ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 25. } Washington, April 27, 1837.

All orders, notifications, and statements, published in the Army and Navy Chronicle under the head of "OFFICIAL," will be considered by the Army, and others concerned, as official, and respected accordingly.

BY ORDER OF ALEXANDER MACOMB,
MAJOR GENERAL COMMANDING IN CHIEF:
ROGER JONES, *Adj. Gen.*

ORDER. } ASS'T. ADJ'T. GEN'S. OFFICE, E. D.
No. 4. } New York, April 25, 1837.

From and after the first day of May ensuing, the Head Quarters of the Eastern Department will be established at Elizabethtown, New Jersey. All communications for this office will be directed accordingly.

BY ORDER OF MAJOR GEN. SCOTT:
W. C. DEHART, *A. A. Adj. Gen.*

GENERAL } HEAD QUARTERS OF THE ARMY,
ORDERS. } ADJUTANT GENERAL'S OFFICE,
No. 24. } Washington, April 23, 1837.

I. At a General Court Martial, which was convened at the new Barracks in Savannah, Georgia, on the 31st of March, 1837, by virtue of "General Orders" No. 3, of February 7th, 1837, No. 4, of 22d February, 1837, and No. 7, of 8th March, 1837; and "Special Order" No. 7, dated Adjutant General's Office, February 14th, 1837, and of which Brevet Brig. Gen. BRADY is president, was tried Major William Gates, of the 2d Regiment of Artillery, on the following charge and specifications, to wit:

CHARGE:

"Conduct disgraceful, and behavior unworthy of a commanding officer of a Military Post.

Specification 1st. In this, "that Major William Gates of the United States Army, being Major of the 1st Regiment of Artillery, and in command of Fort Barnwell, Volusia, on the St. John's river, Florida, did on the 14th of April, 1836, when attacked by a body of Indians of inferior number to the garrison which he commanded, fail, and neglect to make a sortie to repulse the said enemy, as the duties of his office required—to the prejudice of the general interests of the service."

Specification 2d. In this, "that Major William Gates, of the United States Army, being in command of Fort Barnwell, Volusia, on the St. John's river, Florida, did, during the two days immediately succeeding the attack made on the said fort, on the 14th of April, 1836, fail to order out a force to watch or engage the enemy, then in, or supposed to be in, the vicinity of his post. And more particularly did the said Major William Gates neglect to make a sortie, or to send out a party to recover the bodies of Sergeant Holliday, and private Gough, two men of his command who had been killed on the morning of the 14th of

April, 1836; but that the bodies of the slain, aforesaid, were left lying exposed within gun-shot of the fort, until the morning of the 16th of the same month; notwithstanding the dying groans were heard by the garrison, and reported to the said Major William Gates by several persons in the said fort."

To which charge and specifications the accused pleaded "Not guilty."

The Court, after mature deliberation on the testimony adduced, find the accused, Major William Gates of the United States Army, as follows.

"Not guilty of the first specification."

"Not guilty of the second specification."

"Not guilty of the charge."

And "do honorably acquit the accused, Major William Gates, of the 2d Regiment of Artillery, of the charge and specifications preferred against him."

II. The finding and sentence of the General Court Martial are approved: Major Gates will resume his sword, and join the Second Regiment of Artillery, to which he has been appointed.

III. The General Court Martial, of which Brevet Brigadier General BRADY is president, is hereby dissolved.

BY ORDER OF ALEXANDER MACOMBE,

MAJOR GENERAL COMMANDING IN CHIEF.

R. JONES, Adj't Gen.

GENERAL } HEAD QUARTERS OF THE ARMY,
ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 26. } Washington, April 27, 1837.

I. The subjoined statement of the cost of clothing and equipage for the Army, has been received from the War Department, and is published for general information.

The prices set opposite each article will govern in the settlement of the accounts of the non-commissioned officers and soldiers.

STATEMENT of the cost of Clothing and Equipage for the Army of the United States, for the year 1837; with the allowances of clothing to each soldier during his enlistment, and his proportion for each year.

CLOTHING.	Dra's		Arty.		Infy.		fr 3 yrs.		
	\$	cts	\$	cts	\$	cts	1	2	3
Uniform Caps, complete	2	46	2	05	2	05	1	0	0
Pompons, White	-	-	-	-	-	20	-	-	-
Red	-	-	-	22	-	-	-	-	-
Blue	-	-	-	37½	-	37½	-	-	-
Horse hair plumes and bands	1	18	-	-	-	-	-	-	-
Forge Caps	-	85	-	75	-	75	1	0	0
Coats, Sergeant Major's	7	37	9	97	8	48	1	1	0
Quartermaster Sergt's	7	37	9	97	8	48	1	1	0
Chief Musician's	8	89	10	00	10	00	1	1	0
Sergeant's (a)	6	72	7	02	6	71	1	1	0
Musician's	8	24	8	33	8	23	1	1	0
Corporal's & Private's	6	72	7	02	6	71	1	1	0
Shoulder Straps	-	93	-	50	-	50	1	1	0
Epaulets, Non-Com. Staff	-	-	2	37½	2	37½	1	1	0
Sergeant's	-	-	1	09	1	00	1	1	0
Corporal's	-	-	1	00	1	00	1	1	0
Aiguillettes	1	25	1	25	1	25	1	0	0
Sashes	1	70	1	95	1	95	1	0	0
Wool Jackets, Sergeant's	5	11	3	41	3	29	1	1	1
Private's	5	03	3	41	3	29	1	1	1
Wool Overalls, Sergeant's	4	61	3	36½	3	36½	2	2	2
Private's	4	34	3	02	3	02	2	2	2
Cotton Jackets, Sergeant's	1	11½	1	01	-	96	1	1	1
Private's	-	94	-	86	-	81	1	1	1
Cotton Overalls, Sergeant's	1	30	-	81½	-	81½	2	2	2
Private's	1	64	-	68½	-	68½	2	2	2
Cotton Shirts, Sergeant's	-	67½	-	67½	-	67½	2	2	2
Private's	-	48½	-	48½	-	48½	2	2	2
Flannel Shirts	1	18½	1	18½	1	18½	2	2	2
Drawers, pairs	-	53	-	53	-	53	2	0	1
Boots, pairs	1	46	1	46	1	46	3	3	3
Stockings, pairs	-	35	-	35	-	35	3	3	3
Leather Stocks	-	10	-	10	-	10	1	0	0
Great Coats	10	59½	8	31	8	31	1	0	0
Blankets	3	00	3	00	3	00	1	0	0
Knapsacks	1	55	1	55	1	55	1	0	0
Haversacks	-	25½	-	25½	-	25½	1	0	0

*Artillery and Infantry, (not Dragoons and Ordnance) allowed coats the 2d year.

† Dragoons and Ordnance, (not Art. and Inf.) allowed wool jackets the 3d year.

(a) Ordnance sergeant's and private's coats, &c. same price as those of Artillery sergeants and privates.

EQUIPAGE.	Prices	EQUIPAGE.	Prices
Axes	\$1 25	Bugles, with extra	
Spades	- 63	mouth-pieces	\$4 25
Camp Kettles	1 00	Iron Pots	1 53
Mess Pans	- 43	Dragoon Tents	27 00
Bed Sacks, double	1 83	Wall Tents & Flies	28 45
single	1 50	Hospital Tents	91 50
Camp Hatchets	- 43	Common Tents	11 00
Gar. flags & halliards	45 51	Tent Poles, sets	2 00
Recruiting Flags	7 00	Brass Drums	18 00
National & Reg. co-		Trumpets	7 00
lors, sets	\$5 00	Nose Bags	1 00
Guidons	8 00	Horse Blankets	2 19
Drums, complete	6 25	Horse Brushes	- 42
Fifes	- 25	Iron Combs	- 12½
Drums, heads, batter	1 00	Curry Combs	- 17
heads, snare	- 50	Saddles, complete	14 00
slings	- 38	Bridles & martingals	6 00
sticks, pairs	- 75	Chain Halters	1 75
cords	- 25	Spurs, pairs	1 50
snarcs, sets,	- 50	Saddle bags	4 75
		Martingales	2 00

II. The Adjutant General has received from the Second Comptroller of the Treasury the following "Circular," with the request that it be made known to the several officers of the army who will consider it addressed to each:

CIRCULAR.

"TREASURY DEPARTMENT, }

"Second Comptroller's Office, April 24, 1837. }

"SIR: In order to aid and facilitate the settlement of accounts, an officer who charges any thing additional growing out of a Regulation, will hereafter be required, so far as it is practicable for him so to do, to state the paragraph, if under the General Regulations—if not, to state the date of it.

"Respectfully, your ob't servant,

"ALBION K. PARRIS, Comp'r.

"To the several officers of the Army."

BY ORDER OF ALEXANDER MACOMBE,

MAJOR GENERAL COMMANDING IN-CHIEF.

ROGER JONES, Adj't Gen.

SPECIAL ORDERS.

April 20—Lieuts. R. B. Screven, 4th Infy. and E. Deas, Arty., for Indian duty.

April 21—Lieut. J. W. Harris, 3d Arty. relieved from Indian duty, and assigned to ordnance.

Captain I. P. Simonton, 1st Dragoons, and Surgeon P. Minis, relieved from Indian service as soon as they have performed their present duty.

April 26—Lieut. R. C. Smead, 4th Arty. for Engineer duty, at Oswego, N. Y.

NAVY.

ORDERS.

April 21—Surgeon W. Whelan, Navy Yard, Boston.

April 25—Lt. J. Crowninshield, Recruiting for Exploring Expedition, vice Lt. R. R. Pinkham, relieved.

Leave of absence for three months, granted to each of the officers returned in the frigate Brandywine.

April 26—Lt. J. C. Long, Navy Yard, Portsmouth, N. H., vice J. R. Jarvis, relieved.

REVENUE CUTTER SERVICE.

Captain Robert Day, commanding the Washington, placed on leave of absence.

Capt. W. Gatewood assigned to the command of the Washington.

First Lieut. L. C. Harby ordered to the Jefferson, in place of Lieut. Whitehead, ordered to the Rush.

Third Lieut. R. D. Millen relieved from duty in the Woodbury.

VESSELS REPORTED.

Ship Natchez, Capt. Mervine, sailed from Vera Cruz for Tampico, 1st inst.

Ship Boston, Capt. Dulany, arrived at Pensacola, 9th inst. from Vera Cruz.

Ship Erie, Com. Renshaw, arrived at Rio de Janeiro, 17th Feb. from St. Catherine's; and brig Dolphin, Lt. Com. McKenney, 21st from the coast of Africa.

Ship Concord, Capt. Mix, at Havana, April 3, and at Matanzas April 12.

The frigate Brandywine, Capt. Deacon, came up from Hampton Roads on Monday, and anchored off the Naval Hospital; the customary salutes were fired.

Ship Fairfield, Commander Mayo, bound to the coast of Brazil, went to sea from Hampton Roads, on Tuesday, with a cracking breeze from N. W.

NAVY COMMISSIONERS' OFFICE, }
18th March, 1837. }

LIVE OAK TIMBER.—Sealed proposals will be received at this office until three o'clock, p. m. of the first day of July next, for the supply of Live Oak Timber, as follows:

No. 1. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one frigate, two sloops of war, (one of each class,) and one smaller vessel; to be delivered at the *Navy Yard near Portsmouth, N. H.*

No. 2. For the frame timber, beam and keelson pieces, and for the promiscuous timber, which may be directed, for one ship of the line, one frigate, and one steamer; to be delivered at the *Navy Yard at Charlestown, Mass.*

No. 3. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one sloop of war, large class, one small vessel, and one steamer; to be delivered at the *Navy Yard, Charlestown, Mass.*

No. 4. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed for one ship of the line, one frigate, and one steamer; to be delivered at the *Navy Yard, Brooklyn, New York.*

No. 5. For the frame timber, beam and keelson pieces, and for the promiscuous timber which may be directed, for one ship of the line, one sloop of war, large class, and one steamer; to be delivered at the *Navy Yard, Brooklyn, New York.*

No. 6. For the frame timber, beam and keelson pieces, and for the promiscuous timber, which may be directed, for two sloops of war, large class, and two steamers; to be delivered at the *Navy Yard at Philadelphia.*

The quantity and dimensions of the promiscuous timber for each vessel, of each class, is as follows:

For each *ship of the line* 6,000 cubic feet; which must be sided 15 inches, and be from 12 to 20 feet in length, six of the longest pieces to side 22 inches.

For each *frigate*, 3,000 cubic feet, which must be sided 15 inches, and be from 12 to 20 feet long, six of the longest pieces to side 19 inches.

For each *sloop of war*, 1,500 cubic feet, which must be sided 12 inches, and be from 12 to 18 feet long; six of the longest pieces to side 16 inches.

For each *steamer*, 1,500 cubic feet, which must be sided 15 inches, and be from 12 to 18 feet long; six of the longest pieces to side 16 inches.

For each *small vessel*, 800 cubic feet, which must be sided 8 inches, and be from 10 to 16 feet long, six of the longest pieces to side 12-12 inches.

A part of the promiscuous timber may be got to larger dimensions, provided the pieces will answer for replacing defective hawse pieces, transoms, breast hooks, or other valuable pieces.

Separate offers must be made for each of the preceding numbers, and each offer must embrace all the timber that is called for by the number to which it refers; the prices asked per cubic foot must be stated separately for each and every class of vessels embraced in the offer, and for the promiscuous timber of each class separately from the other; all of which other is considered moulded timber.

At least one fourth of the whole quantity of timber embraced in each offer, comprising a fair proportion of the most valuable pieces, must be delivered on or before the last of March, 1839; one half of the remainder on or before the last of March, 1840, and the whole quantity

on or before the last of March, 1841; and if the above proportions shall not be delivered at the respective times above specified, the Commissioners of the Navy reserve to themselves the right of cancelling any contract, in the execution of which such failure may occur, and of entering into new contracts, holding the original contractors and their sureties liable for any excess of cost, and other damages, which may be thus incurred.

The said live oak timber must have grown within twenty-five miles of the seaboard, (which must be proven to the satisfaction of the respective Commandants,) must be got out by the moulds and written directions, and specifications of dimensions, &c, which will be furnished to the contractors for their government, and must be free from all injuries and defects which may impair the good qualities of the said timber for the purposes for which it is required by contract, and be in all respects satisfactory to the Commandants of the respective navy yards where it is delivered.

Bonds, with two good and responsible sureties (whose names must be forwarded with the offers) in the amount of one-third the estimated value of the timber to be furnished under the respective contracts, will be required; and, as collateral security for the faithful compliance with the terms, stipulations, and conditions of the said contracts, ten per centum will be reserved from the actual amount of each payment which may be made from time to time, within thirty days after bills shall be duly approved and presented to the Navy Agent, until the said contracts are completed and closed; which reservations, respectively, will be forfeited to the use and benefit of the United States, in the event of the failures to deliver the timber within the respective periods prescribed.

The moulds will be furnished to the contractors at one of the Navy Yards, Brooklyn, Gosport, or Philadelphia.

March 23—tJ15.

NAVY COMMISSIONERS' OFFICE, }
April 24, 1837. }

SEALED PROPOSALS for the supply of the Live Oak frame timber, and Live Oak beams and keelson timber, and promiscuous timber, for one Frigate, to be delivered at the Navy Yard, Gosport, Va. will be received until 3 o'clock P. M. of the first of July next, under the advertisement of 18th March last, in addition to the other timber therein specified, and subject to all the provisions of that advertisement, which requests proposals until the 1st day of July next.

April 27—t15J

EXAMINATION OF MIDSHIPMEN.—A Board for the examination of Midshipmen, whose warrants bear date prior to the 1st of January, 1832, will be convened at Baltimore, on Monday, the 22d day of May next.

It is expected that all Midshipmen who may be entitled to examination under the regulations of the Department, will attend at the above mentioned time and place, and report to Commodore James Biddle, President of the Board.

MAHLON DICKERSON.

NAVY DEPARTMENT, April 13, 1837.

April 20—t22M.

EDWARD OWEN,

MERCHANT TAILOR,

Near the Seven Buildings; also one door west of Fuller's Hotel, Washington City.

Begs leave, most respectfully, to inform the citizens of Washington, and the public in general, that he has just returned from the north with a large supply of FALL and WINTER GOODS, consisting of London CLOTHS, CASSIMERES, and VESTINGS of the latest importation and best quality.

E. O. would respectfully solicit the attention of the gentlemen belonging to the Army and Navy to his superior mode of fitting uniforms, which for material and workmanship cannot be surpassed by any house in the Union.

He has constantly on hand a large assortment of articles as used for the equipment of both services, and which he is determined to sell at as low a rate as the same articles can be procured for in any of the Atlantic cities.

He has also on hand a quantity of GREEN and YELLOW CLOTH, particularly adapted to the dress of the marine and dragon corps.

OFFICE OF NAVY COMMISSIONERS, }
April 14, 1837. }

SEALED offers, endorsed "offers for Navy Beef" will be received at this office till 3 o'clock P. M. of the 10th day of May next, for furnishing and delivering at the Navy Yard, Brooklyn, N. Y. on or before the 30th day of June next, eighteen hundred barrels of Navy Beef.

Said beef must be packed from well fattened cattle, weighing not less than six hundred pounds net weight. All the legs and leg rounds of the hind quarters, and the clods, neck, or sticking pieces, shins, and cheeks of the fore quarters must be wholly excluded from the barrel, and the remainder of the carcass must be cut in pieces of not less than eight pounds each.

The whole quantity of said beef must have been slaughtered and packed between the 15th day of September, 1836, and the 1st of April, 1837: must be thoroughly salted with a sufficient quantity of the best quality of clean, coarse Turk's Island or St. Ubes salt, and have five ounces of pulverized saltpetre to each barrel.

The barrels must be made of the best seasoned heart of White Oak, free from sap-wood, and the staves must be at least three-fourths of an inch thick, and not more than four inches wide; they must be fully and substantially hooped and nailed, and an iron hoop, at least one inch in width, must be put upon each chine, for additional security against leakage by, and at the expense of, the respective contractors; each barrel must be branded on its head, "Navy Beef," with the "contractor's name," and the "year when packed."

The beef will be inspected by the inspecting officers at the navy yard at Brooklyn, N. Y. and by some "sworn inspectors of salt provisions," who will be selected by the commanding officer; but their charges for such inspection must be paid by the contractor, who must likewise have the barrels put in good shipping order, to the satisfaction of the Commandant of said yard, after the inspection, and at his own expense.

Bidders must specify their prices separately and distinctly, covering all their expenses and charges. The names and residences of the sureties offered must be specified, and sufficient and competent evidence of the willingness of the individuals named to become sureties, and of their responsibility as such, must be furnished, and must accompany the respective offers.

The parts of the beef to be excluded from the barrel, are particularly designated in the engravings, to be attached to the contracts. Persons interested, who have not heretofore seen the engravings, can obtain them, on application at this office.

Bonds will be required in one-third the amount of the contract, and payment will be made within thirty days after the beef shall have been inspected and received, and bills for the same, duly approved by the Commandant of the yard, shall have been presented to the navy agent.

April 20—t10M.

NAVY COMMISSIONERS' OFFICER.
March 18, 1837.

LIVE OAK TIMBER.—Sealed offers, endorsed "*Offers for Live Oak for small vessels*," will be received at this office until 3 o'clock, P. M. of the first day of June next, for the supply of Live Oak Timber as follows, viz:

No. 1. For the frame timber and keelson pieces, and the promiscuous timber for one sloop of war, (small class,) to be delivered at the Navy Yard, Charlestown, Massachusetts.

No. 2. For the frame timber, keelson pieces, and the promiscuous timber, for one sloop of war, (small class,) and one smaller vessel, to be delivered at the Navy Yard, Brooklyn, New York.

No. 3. For the frame timber, keelson pieces, and the promiscuous timber, for one small vessel, to be delivered at the Navy Yard, Philadelphia.

No. 4. For the frame timber, keelson pieces, and promiscuous timber, for one sloop of war, (small class,) to be delivered at the Navy Yard, Washington, District of Columbia.

No. 5. For the frame timber, keelson pieces, and promiscuous timber, for one sloop of war, (small class,) to be delivered at the Navy Yard, Gosport, Virginia.

The quantity and dimensions of the promiscuous timber, for each vessel of each class, is as follows:

For each sloop of war, 1,500 cubic feet, which must be sided twelve inches, and be from twelve to eighteen feet long; six of the longest pieces to side sixteen inches.

For each small vessel, 800 cubic feet, which must be sided eight inches, and be from ten to sixteen feet long; six of the longest pieces to side twelve and a half inches.

A part of the promiscuous timber may be got to larger dimensions, provided the pieces will answer for replacing defective hawse pieces, transoms, breast hooks, or other valuable pieces.

Separate offers must be made for each of the preceding numbers, and each offer must embrace all the timber, that is called for by the number to which it refers, the prices asked per cubic foot must be stated separately, or each and every class of vessels embraced in the offer and for the *promiscuous timber* of each class, separately from the other; all of which other is considered moulded timber.

The whole to be delivered before the first day of July, 1838, and as much sooner as practicable.

The said Live Oak timber must have grown within twenty-five miles of the sea board, (which must be proven to the satisfaction of the respective commandants,) must be got out by the moulds and written directions, and specifications of dimensions, &c. which will be furnished to contractors for their government; and must be free from all injuries and defects, which may impair the good quality of the said timber for the purposes for which it is required by contract, and be in all respects satisfactory to the commandants of the respective navy yards where it is delivered.

Bonds, with two good and responsible sureties, (whose names must be forwarded with the offers,) in the amount of one-third the estimated value of the timber to be furnished under the respective contracts, will be required; and, as collateral security for the faithful compliance with the terms, stipulations, and conditions, of the said contracts, ten per centum will be reserved from the actual amount of each payment which may be made, from time to time, within thirty days after bills shall be duly approved and presented to the Navy Agents, until the said contracts are completed and closed; which reservations, respectively, will be forfeited to the use and benefit of the United States, in the event of failures to deliver the timber within the respective periods prescribed by the contractors.

The moulds will be furnished to the contractors, at one of the Navy Yards, Brooklyn, Gosport, or Philadelphia.

March 23—t15J.

NAVY COMMISSIONERS' OFFICE, }
23d March, 1837. }

ASH TIMBER.—Sealed proposals, endorsed "*Proposals for Ash Timber*," will be received at this office until 3 o'clock, P. M. of the first of May next, for furnishing at the navy yard, Washington, [one-half by the first of December next, and the other half by the first of June, eighteen hundred and thirty-eight, or as much earlier as the contractor may choose,] twelve thousand cubic feet of White Ash Timber, to be of the following dimensions, viz:

The whole to be in logs of from twelve to eighteen feet in length; one-fifth of the whole quantity to be sixteen inches diameter; one-fifth twenty inches; one-fifth twenty-six inches; one-fifth thirty inches; and one-fifth thirty-six in diameter.

The whole must be perfectly sound, and free from all defects, subject to the inspection and measurement of persons appointed by the commandant of the yard, and in all respects to his entire satisfaction.

Persons wishing to offer, must offer for at least half the quantity, and state the price asked per cubic foot.

Payments will be made within thirty days after the whole quantity is delivered, and approved bills presented to the Navy Agent.

Bonds, with two sureties in one-third the estimated amount of the contract, will be required for its faithful performance.

March 30—td.

JOB PRINTING
Executed with neatness and despatch
AT THIS OFFICE.